

Today's
Advertisements.HARMSTON'S
CIRCUSAND
ROYAL MENAGERIE.TO-NIGHT! TO-NIGHT!!
WEDNESDAY EVENING,
FEBRUARY 27TH, 1901.COMPLIMENTARY BENEFIT
SISTERS FREZAGONDA.MONA, TESSIE, DORA, DAISY.
A HOST OF NOVELTIES.THURSDAY EVENING,
AMATEUR RIDERS' NIGHT.Open to all. A HANDSOME SOUVENIR
to any gentleman who can ride standing on the
back of a horse Three Times around the Circus
ring without coming off. Those intending to
compete will kindly send in their names. Each
rider will have the assistance of the Mechanic
for riding.MATINEE—TO-DAY—MATINEE,
Door Open 2.30 P.M. Commence at 3.30.
Children Half-price to all Parts.Box Office Plan:—ROBINSON PIANO CO.,
Queen's Road.

POPULAR PRICES.

SOLDIERS and SAILORS of ALL NA-
TIONALITIES admitted to CHAIRS and
STALLS HALF-PRICE.ROBERT LOYD, Manager.
Col. CHAS. B. HICKS, Representative.
Hongkong, 27th February, 1901. [64c]

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All-Comers, to decide the Band file
Championships).TO-MORROW,
28TH FEBRUARY, 1ST & 2ND MARCH.Under the Management of
Mr. G. T. ROBINSON.

VALUE OF PRIZES, OVER \$2,000.

GIGANTIC ENTRIES.

PROGRAMME
OF
FIRST SERIES.

16-BOUTS-16

SEE
POSTERS
AND

HAND BILLS.

BOOK SEATS EARLY.

LATE TRAM and LAUNCH will leave
1 hour after Each Performance.POPULAR PRICES.
STAGE RESERVED SEATS, \$10 Senon.
Do, \$4 per Night.
DRESS CIRCLE, \$3 and \$2.
PIT, \$1.BOX PLAN NOW OPEN AT
ROBINSON PIANO CO.
Hongkong, 27th February, 1901. [154c]

BOXING.

I AM open to meet anyone from 8st. 11lbs. to
19st. 11lbs. in a BOXING CONTEST, Army
or Navy or any man in the Colony of the
American Navy, at the above Weight.AT BRATT, NESS 23,
H.M.S. Centurion.
Hongkong, 27th February, 1901. [262c]

TO LET.

A HOUSE in RIVON TERRACE.
"THE RETREAT"—MOUNT KELLET.Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LD.
Hongkong, 27th February, 1901. [209c]THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR FOCHOW VIA SWATOW AND
AMVOY.

THE Company's Steamship

"ANPICO MARU,"
Captain S. Atsumi, will be despatched for the
above Port, on WEDNESDAY, the 13th March,
at Daylight.For Freight or Passage, apply to
THE MITSUI BUSHAN KAISHA,
Agents.
Hongkong, 27th February, 1901. [254c]

AN APPEAL.

THE SUPERIORITY of an ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desire to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiority will be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 27th Feb. 1901.

Intimations.

WANTED.

THREE or FOUR LADS
to SELL the"HONGKONG
TELEGRAPH."LIBERAL COMMISSION
PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & CO.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [1451b]

A. S. WATSON & Co.
LIMITED.

FOR THE

RACES.

CHAMPAGNE.

Jacquesson Dry Marquetterie 1893.
Eils Brut Naturel 1893.
Jules Dry.
Mumm Extra Dry.

"E" WHISKY.

Very Old Liqueur Scotch Whisky.

"B" BRANDY.

Guaranteed Pure Cognac.

PORT.

Of the Finest Vintages.

SHERRY.

Pure Xeres Wines.

AERATED WATERS.

Absolutely Pure.

CIGARS & CIGARETTES.

etc., etc., etc.

A. S. WATSON & CO. LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1811.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 27, 1901.

WEATHER REPORT.

The Observatory report says:—
On the 27th at 12.10 p.m. the barometer has
fallen on the China coast, probably owing to
the existence of a depression over N.E. China.
Gradients are slight with light variable winds
on the coast, and moderate monsoon in the N.
part of the China Sea. Forecast:—Moderate
or light E. winds; fine.

LOCAL AND GENERAL.

PROBABLY the report that Li Hung Chang has
influenza was caused by his efforts to announce
that the Empress had gone to SzeChuan.—*The
Baltimore American.*DURING a Village Epidemic.—"Bessie, why
did you stay away from school yesterday?"
"Please, miss, mavour's ill." "What is the
matter with her? What does the doctor say it
is?" "Please, miss, he says it's a girl.""WHAT'S this?" exclaimed the Boer general,
in a tone of annoyance. "More prisoners."
"Dear me! I wish they would show some
consideration for the fact that we are trying to
conduct a war instead of running a boarding-
house."—*The Washington Star.*ADVISED from Malta on 21st inst. reported the
battleships *Campus* and *Ocean* had been ordered
to proceed to China, and the *Ocean*, Captain
the Hon. Assheton G. Curzon-Howe, left the
port on 23rd for that destination. The *Glory*,
Goliath (these two are already in Chinese
waters), *Canopus*, and *Ocean* are sister vessels,
which were laid down in 1896. Each ship has
a displacement of 12,950 tons, a speed of about
eighteen knots, is protected by a six-inch belt,
and has its gun positions and deck amply pro-
tected. The armament consists of four 12-in.
guns, in barbettes of ten inches of the newest
type of armour; and twelve 6-in. quick-firers,
besides twelve 12-pounders and six 3-pounders.MR. W. LUKER, jun., the artist who selected a
tree in St. James's Park as a private stand
whence to observe the arrival of Lord Roberts,
draws our attention to the painful sequel,
says a home paper—namely, that he was
fined 7s. with costs, 9s., at Bow-street. But
that is a cheap price to pay for an hour of glo-
rious popularity. Next to Lord Roberts, Mr.
W. Luker, jun., was unmistakably the hero of
the occasion; and if Mr. W. Luker, sen., was
tired, tears of pride must have bedewed his
aged eyes. The enterprising artist wishes it
also to be known that his drawing appeared in
Black and White on January 5. The vulgar
expression, "to be up a tree," has evidently a
meaning of its own for the seniors and juniors
of the Luker family. But they must not do it
too often.In order to comply with the exigencies of
Court etiquette, says *Truth*, the Emperor
William was obliged to change his clothes
three times in less than four hours on a recent
occasion. First the Emperor put off his
ordinary attire, and arrayed himself in the
uniform of an Austrian Field Marshal, in order
to meet the Archduke Francis Ferdinand at the
Anhalt station. Then the Emperor rushed
back to the Palace and put on a Russian
uniform, having next to meet the Grand Duke
Vladimir at the Friedrichstrasse station.
Finally, the Emperor met the Duke of Con-
naught at the western station, dressed in a
British uniform, and on returning to the Palace
he put himself into plain clothes before sitting
down to supper.MESSRS. Wm. Duxford & Sons, Sunderland,
have pasted an interesting diagram on a wall
in their shipyard, says *Fairplay*, showing the
amount of time lost by the men in the yard
during the different months of last year. In
the first week of January the wages paid
amounted to £600, rising to £1,600 in the last
week in that month; the other months all
showed great variations—Easter, Making,
Whitsuntide, Bank Holiday, all showing great
decreases in the amount of wages earned. The
following note is appended to the diagram:—Your first week's pay for this year is only
£600. The yard was only closed for one day,
and there was no bad weather; therefore you
could have earned £1,600. So you have abso-
lutely wasted your time last week to the
value of £800.THE home papers have all had references for
the last month or so to the "arsenic in beer"
question. The *Pall Mall Gazette* says:—The
evidence in the Manchester beer-poison inquest
and the very natural verdict of the jury, blaming
almost everybody concerned except the in-
nocent retail beer-seller, will intensify concern
about the matter. It is very pleasant in a way,
no doubt, to find a firm's chemist taking another
firm's acid on trust "as a gentleman," but scarcely
so pleasant for the unfortunate persons who
suffered from these gentlemanly relations be-
tween other people. Altogether, the case makes
it more urgent than ever that the Commission
should get to the bottom of this arsenic matter.
But we must repeat once more that the pure
beer question is not one of arsenic only. Un-
arsenicated glucose is harmless enough, no
doubt. But so is margarine harmless, we
believe; yet it is not butter.A FRENCHMAN, who lately arrived in Paris
from Peking, has gone mad in one of the
fashionable hotels near the Opera, says the *L.*
and *C. Express*. He did a good deal of damage
in the rooms, and smashed chairs, tables,
mirrors, and windows in his fearful fits of insanity.
He barricaded himself, but the police official of
the district managed by clever diplomatic
means to get the lunatic to go with him to the
infirmary at the depot. The official first knocked
at the door leading to the lunatic's rooms and
asked for permission to enter. The madman
shouted out a stentorian "No!" and said that
he was defending the French Legation at Peking.
"We are the Allied troops," said the official,
and he was at once admitted. The mad
merchant then allowed himself to be conveyed
in a cab to see M. Loubet, as he wanted to ask
the President to have an excommunication
pronounced against M. Favier, Bishop of Peking,
who wanted to marry the Empress of China.HERE is a new story of the most famous of
the Heresford; told me the other day by an
old gentleman whose memory goes back to
the beginning of the reign. He remembers
asking a servant one morning, sixty years ago,
the reason for her delay on an errand. "This is
the explanation he was given: She was walk-
ing along the Bayswater Road, when a post-
chaise with two post-boys galloped up behind
her and suddenly stopped. The boy in front
leapt off and opened the door and out jumped
the Marquis of Waterford. "Can you fight?"
he said to the lad. "Yes, my lord," was
the reply and they set to. The Marquis gave
him a good trouncing and the fellow turned
tail. "Ah, you blackguard," shouted the
"mad Marquis," "get on your horse." Turn-
ing to the other postboy, he said: "Can you
fight?" "That I can," replied the boy. "Come
down, then," said Lord Waterford. They set
to, and the postboy knocked the noble Marquis
in his friend's paraphrase of his servant's report,
"from June to Jericho." "Enough!" shouted
Lord Waterford presently, "you're a fine
fellow!" Patting him on the back, he gave
him what looked like a five pound note. "As
for you, you poor devil!" he said to the first
postboy, "I suppose I must give you some-
thing," and he threw him half a sovereign."

M.A.P.

WE call the attention of our sporting readers
to the particulars given concerning the Box-
ing Tournament to be held on the 28th inst.,
1st and 2nd prox. According to the programme
there should be a very fine display of boxing,
and under Mr. T. C. Robinson's management
it should be a great success.A FIRE took place at about 5.30 this morning
at No. 3, East Street. One cubicle used as
a medicine drying room caught fire, but the
flames did not extend further. Damage was
done to the value of about \$50. The Fire
Brigade extinguished the blaze before it had
time to spread. The inmates cleared out as
soon as the first signs of fire became evident.A HOME paper of the 24th ult., says:—At
Birmingham grief and loyalty have found ex-
pression in scores of handsome wreaths placed
around the Queen's statue. The most touching
tribute was a lovely wreath of lilies and fresh
violets given by the flower girls of Birmingham.
Another striking manifestation was that of the
Italian organ-grinders. Hearing on Monday
the grave news of the Queen's illness, they
decided at once to withdraw their organs from
the streets, and they propose to rest also on the
day of the funeral.A BOER gun has been brought to Woolwich
Arsenal from South Africa. The body of the
gun has been shattered by dynamite into five
pieces, there being on the trunnion portion,
where the muzzle was blown off, the initials
"J.R. 12 R.E." the two first letters evidently
being the initials of the officer of the 12th Com-
pany Royal Engineers appointed to destroy it.
Above the breech mechanism is the name
"Schneider and Co. Creusot," with the figure
155 mm. The number 2,500 is also stamped
on the trunnion. The muzzle portion of the
gun has been sent to the Royal Artillery In-
stitution, Woolwich.A WELL-KNOWN but somewhat conceited novel-
list was once staying at a country house where
the Prince of Wales was one of the guests.
After dinner one evening the conversation
turned upon fascinating and exciting novels.
"I hope your Royal Highness will not imagine
that I think too much of my ability as a writer
when I confess that I have frequently got up
at four in the morning in order to enjoy one
of my own books." "Ah! indeed," replied the
Prince, very quietly. "Do you know, Mr. X,
that I also got up at four o'clock the other
morning and commenced to read a certain book
of yours?" "Oh! your Royal Highness!" said
Mr. X, delighted, "and how did you enjoy it?"
"Well," said the Prince, with one of his win-
ning smiles, "I had hardly time to read much;
I was fast asleep again at half-past four!"TO-NIGHT the Sisters Frezagonda have their
Benefit, and the Brothers Eldrona give their
clever performance, and the wonderful leap into
the net. The Circus have notified their closing
entertainments, and we think our readers will
agree that they must be of exceptional merit to
have drawn such crowds in a small Colony for
such a long time. They have given a very
varied programme, and the Chinese seem to
have patronized the circus largely, especially
the matinees. The following are the names of
the gentlemen who will enter the competition
for riding, standing on horseback round the
circuit ring, which takes place to-morrow even-
ing:—Major Sir H. McMahon, Lieuts. F.
Walwyn, H. Lloyd and J. Ford, R.W.F.,
Mr. G. W. Gregg, Mr. J. Winston, R.N., Mr.
S. Chelmsford, R.N., Mr. Hector Samson, and
Mr. Henry Dean, H.M.S. *Endymion*.OUR readers will probably remember the
paragraph we printed some little time ago,
describing the escape of the convicts Soar and
King from Borstal Prison, and the fruitless
efforts of the police to capture them. The *Pall
Mall Gazette* of the 23rd ult. says:—The
capture of the escaped convict King has had
nothing dramatic about it in the end. Instead
of a desperate struggle for liberty in the Ken-
tish woods, it has been simply a quiet tapping
on the back as he emerged from the public-house
at the corner of the Euston and Hampstead
roads. The most interesting thing is the dis-
closure now made of the convicts' side of the
famous hunt. They reached London on the
very first night, as many of us suspected, and
while the police were beating the bush and
pursuing wild geese, the real men were laugh-
ing in London as they listened to discussions
of their certain miseries in the woods. How
far will De Wet's story resemble this when he
reveals it at last?

THE RACES.

Stewards:—His Excellency Sir Henry A.
Blake, G.C.M.G.; His Excellency Vice-Admiral
Sir Edward H. Seymour, K.C.B.; His Excellency
Major-General W. J. Gascoigne, C.M.G.; Com-
modore Francis Powell, R.N., C.B.; Colonel
The O'Gorman, C.S.O.; Major Kettlewell, 22nd
B.I.; A. Babington, Esq.; The Hon. C. P. Charter,
C.M.G.; D. Gillies, Esq.; The Hon. R. M. Gray,
M. Grote, Esq.; Sir Thomas Jackson, Kt.; the
Hon. J. J. Keewick; J. H. Lewis, Esq.; the
Hon. F. H. May, C.M.G.; and E. W. Rutter, Esq.,
Clerks of the Stacks—J. H. Lewis, Esq., and
E. W. Rutter, Esq.Judge:—The Hon. G. P. Charter, C.M.G.
Assistant Judge:—The Hon. F. H. May, C.M.G.
Starter:—M. Grote, Esq.
And Starter:—Lieut. Luttrell, R.N.
Handicapper:—Colonel The O'Gorman, C.S.O.
Hon. Treasurer:—J. C. Peter, Esq.
Clerk of the Course:—T. F. Hough, Esq.SECOND DAY, WEDNESDAY, 27TH FEBRUARY.
Another grand day for the race and races. This
spell of fine weather set in most opportunely
for sporting Hongkong, and just now that means
practically the whole Colony. We even heard
compliments yesterday about the hot sun! No
doubt we shall be grumbling about the heat in a
month or so, but lately we have not seen much
of the sun.—The Races seem to be an even
greater success than usual this year, partly due,
perhaps, to the presence of the great number
of military people now here. The town from
about 12 noon to 5.30 p.m. is practically
deserted, compared with its usual busy ap-pearance. The Chinese were the only ele-
ment which seemed to us not to have turned
up in quite their customary force.The Band of the R. W. F. was in attendance
and some pleasing selections were rendered
during the day.The programme of music by the R. W. F.
Band was as follows:—
March:—"Mexican Band." Carr.
Overture:—"Light Cavalry." Suppe.
Valse:—"Blue Danube." Strauss.
Gavotte:—"Flower Song." Strauss.
Selection:—"Wilkommen." Strauss.
Gavotte:—"The Gipsies." Strauss.
Selection:—"The Gipsies." Strauss.The Band from the German Admiral's ship
Hansa was also at the course and gave
some excellent music.His Excellency the Governor was absent, as
on the first day of the races.His Excellency Sir W. J. Gascoigne (Com-
manding the troops), and Capt. T. G. Aulsebrook
(Aide-de-Camp) were again present. Sir John
Garrington, C.M.G. (Chief Justice), and most of our
prominent citizens were in attendance. There
was not quite such a large turn out of Chinese
as on the first day, but the course, nevertheless,
presented a very lively appearance.

The first race was the Flyaway Stakes.

The FLYAWAY STAKES, a sweepstakes of \$5
each, for China ponies; weight for inches as
per scale; non-winners at this meeting allowed
5 lbs. extra; subscription ponies of any previous
season allowed 7 lbs.; previous winners at this
meeting 7 lbs. extra. Three quarters of a mile.Mr. G. H. Potts' b. Desert King, 11st 12lb.
Mr. W. W. Cox 1
Mr. Hart Buck's g. Esperance, 10st 3lb.
Mr. Crawford 2
Mr. John Peel's g. Baluchi, 10st 12lb.
Mr. Gresson 3
Mr. Buxey's w. Blooming Rose, 10st 12lb.
Mr. Moller 0
Mr. Derick's b. Thunderstorm, 10st 12lb.
Mr. Cumming 0
Mr. Dryasdust's d. Tit Bits, 10st 12lb.
Mr. Johnson 0
Mr. G. H. Potts' blk. Moriturus, 11st 11lb.
Mr. P. A. Cox 0
Captain H. M. Richards' ch. Hermit, 11st 12lb.
Mr. Walwyn 0Hermit took the lead with Baluchi and Mor-
iturus next. Thunderstorm did not start. Round
the bend Moriturus was first and Hermit and
Baluchi followed closely. Blooming Rose,
Desert King, Esperance and Tit Bits were
the order. At the Rock Moriturus took four
lengths lead and Desert King and Baluchi
were following. Round the village the same
order was observed with the exception that
King challenged Moriturus but did not lead.
Entering the straight the two raced together,
the third being Baluchi. At the distance post
Esperance ran up to King with Baluchi third.
A good race resulted in a win for Desert King
followed closely by Esperance and Baluchi.
King only won by three quarters of a length.
Time 1.32-2.5th min.THE GREAT SOUTHERN HANDICAP, winner
to receive \$1,000; second \$200; third \$50;
entrance \$10; for China-ponies. One mile
and a quarter.Mr. Mansfield's w. Ace of Hearts, 10st 4lb.
Mr. Walwyn 1
Mr. Derick's g. Tube Rose, 10st 7lb.
Mr. Cumming 2
Mr. Kingston's ch. Polka, 10st 7lb.
Mr. Johnson 3
Mr. Buxey's g. New Rose, 11st 4lb.
Mr. Gresson 0
Mr. David's g. Strategist, 10st 9lb.
Mr. Moller 0
Mr. Dryasdust's g. Sinbad, 11st 4lb.
Mr. Crawford 0
Captain H. M. Richards' g. Edelweiss, 11st
10lb.
Mr. Lloyd 0Ace of Hearts took the lead from the start
but immediately afterwards Tube Rose went
first. On entering the straight for the first time
the order was Tube Rose, Sinbad, Ace of
Hearts. Passing the stand for the first time
Sinbad and Strategist were together, followed
by Ace, then Tube Rose and New Rose together,
with Edelweiss last. Round at the village
Sinbad and Strategist were leading followed
by Ace, New Rose, and Tube Rose, the last
two still together. Sinbad took the lead at the
mile and a half post followed by Strategist and
Ace. Down the Rock Ace again took the lead
and New Rose came up third. Round the
village Ace was leading by three lengths from
Strategist and Tube Rose. Ace of Hearts
entered in easily by eight lengths followed by
Tube Rose second and Polka third. A good
race for third place was seen but Polka
managed it by half a head. Winner's time,
2.44-1.5th min.THE GARRISON CUP, presented by the Officers
of the Garrison, second to receive \$100; for
walers subscribed for by members of the
Garrison Club; subscription waler eligible;
handicap; previous non-starters to carry top
weight; entrance \$10. One mile.Mr. Jay's br. Rheingold, 11st 12lb.
Mr. Cox 1
Mr. David's ch. Unionist, 10st 9lb.
Mr. Moller 2
Mr. Derick's blk. Farewell, 10st 9lb.
Mr. Cumming 3
Mr. Buxey's h. Imperial Rose, 10st 9lb.
Mr. Gresson 0
Mr. Hammon's br. Blitz, 10st 9lb.
Mr. Johnson 0
Mr. J. H. Lewis' b. Arrogant, 10st 8lb.
Mr. Walwyn 0Imperial Rose took the first place at the start
and Arrogant was second. Round the bend
Farewell came second and Arrogant went third,
up the Rock the order was Imperial Rose,
Farewell, Unionist, Arrogant. Round the
corner into the village Unionist took the lead
with Imperial Rose second and Arrogant third.Unionist entered the straight leading but was
challenged on the outside by Rheingold. The
finishing order was Rheingold, Unionist
Farewell. It was a very good race but Rheingold
pulled in speedily by a length. Time
1.59-2.5th min.THE GERMAN CUP, Presented by the members
of the German Club; second to receive half
the entrance fee; for Subscription Waler
Griffins of this season, 1900-1901; weight for
inches as per scale; entrance \$10. One Mile
and a Quarter.Mr. Darius' b. Glory, 11st 5lb.
Mr. W. W. Cox 1
Mr. David's ch. Loyalist, 10st 13lb.
Mr. Moller 2
Mr. Hart Buck's b. Croton, 10st 10lb.
Mr. Crawford 3
Mr. Hammon's blk. Baron, 10st 13lb.
Mr. P. A. Cox 0
Mr. J. H. Lewis' br. Innocent, 11st 5lb.
Mr. Johnson 0At the start the order was: Glory, Croton,
Loyalist. Then the horses were very scatter-
ed. Passing the stand the first time Glory
was leading, with the others in the order
Loyalist, Croton, Baron, and Innocent 30
lengths behind the leader. At the mile and
a half post Glory and Loyalist were racing
dixing and they were abreast for a time.
Croton was ten lengths behind. Round the
village Glory was if anything leading. Round
the straight, Glory was leading half a length
from Loyalist and Croton was still ten lengths
behind. Up to the winning post Glory was
ridg comparatively easily and Loyalist was
a few lengths behind using the whip. The
finish was a win for Glory by eight lengths
with Loyalist second, after racing well. Croton
was third, there being ten lengths between
second and third horses. Time 2.25 min.THE NAVY CUP, Presented by Officers of H.
M. Fleet; second to receive half the entrance
fees; third \$25; for China ponies; weight for
inches as per scale; winners of one race at
this meeting 3 lbs. extra; of two or more races,
5 lbs. extra; non-winners at this meeting al-
lowed 3 lbs. previous non-starters to carry 12
st.; entrance \$10. One mile and a quarter.Mr. John Peel's ch. Set, 11st 10lb.
Mr. Gresson 1
Mr. Derick's br. The Doctor, 11st 12lb.
Mr. Cumming 3
Mr. Nauticus' g. Sunshine, 10st 6lb.
Mr. May 3
Major C. M. Dobell's g. Lute, 10st 12lb.
Mr. Johnson 0The Doctor took the lead from the start off
with Sunshine second and Set behind. Round
by the bridge the Doctor was still leading with
Set second and up the Black Rock a dingdong
race took place and down from the Rock Set
took first place. Round to the straight Set
was still leading two lengths having just managed to
pass the Doctor in a hard race. Down the
straight the Doctor made strenuous efforts to
pass Set but the latter ran first past the post by
two lengths. Sunshine was about ten lengths
behind. The Doctor and Lute were out of the
race twenty five lengths behind the third horse.
Time 2.40-2.5th min.THE EXCHANGE PLATE, value \$500, presented
by the Bankers and Exchange Brokers of
Hongkong; second to receive \$100; third \$50;
for China ponies; weight for inches as per
scale; winners of one race at this meeting
5 lbs. extra; of two or more races 7 lbs.
extra; unplaced ponies allowed 5 lbs.; pre-
vious non-starters to carry 12st.; entrance
\$10. One Mile.Mr. John Peel's g. Baluchi, 10st 10lb.
Mr. Gresson 1
Mr. Marshall's ch. Hope, 10st 7lb.
Mr. Crawford 2
Mr. Derick's d. Sandstorm, 11st 11lb.
Mr. Cumming 3
Mr. David's br. Tarantula, 10st 10lb.
Mr. Moller 0
Mr. G. H. Potts' b. Desert King, 11st 3lb.
Mr. W. W. Cox 0
Captain H. M. Richards' ch. Hermit, 11st 12lb.
Mr. Walwyn 0
Mr. Kingston's ch. Polka, 11st 11lb.
Mr. Johnson 0A splendid start was made at the second
attempt. Passing the stand for the first time
Hope was leading with Tarantula second and
Baluchi third. At the village the order was
Hope Tarantula Hermit Baluchi the last
two racing for third place. Hope was
leading by four lengths from Tarantula
with Baluchi and Sandstorm next. At the
Black Rock Hope was four lengths ahead with
Baluchi coming up to second place. Round
by the village Baluchi picked up to Hope

latter took the lead and won with Forest second and Doctor third, a length between each. Time 3:47.5th min.

Owing to the late hour of the finish of the Gymkhana Stakes, this race is held till to-morrow.

The programme for to-morrow's racing is as follows:—
THIRD DAY.—THURSDAY, 28TH FEBRUARY.
The CHINESE CLUB CUP, presented: second to receive half the entrance fees; third \$25; for Subscription Walter Griffiths of this season, 1900-1901; handicap; previous non-starters to carry top weight; entrance \$5. One mile.

Mr. A. Babington's b. Sundowner,
Mr. Bromox's l-g. Confederation,
Mr. Buxey's b. Wood Rose,
Mr. Darius's b. Glory,
Mr. David's b. Loyalist,
Mr. Derick's b. Deep Bay,
Mr. Derick's b. Castle Peak,
Mr. Dryadus's b. Crusader,
Mr. Hammonia's b. Baron,
Mr. Hart Buck's b. Croton,
Mr. Hart Buck's b. Lincoln,
Mr. H. Hill's b. Bullseye,
Mr. J. B. Kelly's m. Alaric,
Mr. J. H. Lewis's b. Innocent,
Mr. J. H. Lewis's b. Blazer,
Mr. Horace McMahon's b. Mentor,
Mr. Oswald's b. Scintillant,
Mr. John Peel's b. Heene,
Mr. John Peel's b. Dingo,
Mr. Roy's l-g. Blue Gum,
Mr. Wheelrut's b. The Giraffe.

The GRAND STAKE STAKES, value \$5,000; second to receive \$200; third \$50; for China ponies; winners of one race 3lbs extra; winners of two races 5lbs extra; of three or more races 7lbs extra; non-winners at this meeting allowed 4lbs; previous non-starters to carry 12 stone; entrance \$10. One Mile and a Quarter.

Mr. Buxey's g. Rose de France, 10st 12lb
Mr. Buxey's g. New Rose, 10st 11lb
Mr. Buxey's w. Blooming Rose, 10st 11lb
Mr. David's b. Strategist, 10st 11lb
Mr. David's b. St. Andrew, 10st 11lb
Mr. Derick's b. Tuba Rose, 10st 11lb
Mr. Derick's b. Sandstorm, 10st 11lb
Mr. Derick's b. Thunderstorm, 10st 11lb
Mr. Dryadus's b. Sinead, 10st 9lb
Mr. Hart Buck's b. Esperance, 10st 9lb
Mr. King's b. Polka, 10st 9lb
Mr. King's b. Bulbul, 10st 9lb
Mr. King's b. Sunshine, 10st 9lb
Mr. John Peel's b. Baluchi, 10st 9lb
Mr. John Peel's b. Beechnut, 10st 9lb
Mr. John Peel's b. Kingfisher, 10st 9lb
Mr. G. H. Potts's b. Forest King, 10st 9lb
Mr. G. H. Potts's b. Moriturus, 10st 9lb
Mr. G. H. Potts's b. Interrogation, 10st 9lb
Captain H. M. Richards's b. Edelweiss, 10st 9lb
Captain H. M. Richards's b. Hermit, 10st 9lb
Mr. Toeg's b. Modder, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

The CHALLENGE CUP, presented: for China ponies; to be won two years consecutively by a pony or ponies; the *bona fide* property of the same owner; winner to receive 70 per cent. of the entrance fees; weight for inches as per scale; entrance (forced) \$5. One Mile and Three Quarters.

Captain Bland's w. Marqueterie, 10st 6lb
Mr. Buxey's g. Rose de France, 10st 12lb
Mr. Buxey's g. New Rose, 10st 11lb
Mr. Buxey's w. Blooming Rose, 10st 11lb
Mr. David's b. Strategist, 10st 11lb
Mr. David's b. St. Andrew, 10st 11lb
Mr. Derick's b. Tuba Rose, 10st 11lb
Mr. Derick's b. Sandstorm, 10st 11lb
Mr. Derick's b. Thunderstorm, 10st 11lb
Mr. Dryadus's b. Sinead, 10st 9lb
Mr. Hart Buck's b. Esperance, 10st 9lb
Mr. King's b. Polka, 10st 9lb
Mr. King's b. Bulbul, 10st 9lb
Mr. King's b. Sunshine, 10st 9lb
Mr. John Peel's b. Baluchi, 10st 9lb
Mr. John Peel's b. Beechnut, 10st 9lb
Mr. John Peel's b. Kingfisher, 10st 9lb
Mr. G. H. Potts's b. Forest King, 10st 9lb
Mr. G. H. Potts's b. Moriturus, 10st 9lb
Mr. G. H. Potts's b. Interrogation, 10st 9lb
Captain H. M. Richards's b. Edelweiss, 10st 9lb
Captain H. M. Richards's b. Hermit, 10st 9lb
Mr. Toeg's b. Modder, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

The LADIES' PURSE, for wagers subscribed for by Derby or Subscription Griffiths' handicap; previous non-starters to carry top weight; entrance \$5. One round.

Mr. A. Babington's b. Sundowner,
Mr. Bromox's l-g. Confederation,
Mr. Buxey's b. Imperial Rose,
Mr. Buxey's b. Favourite Rose,
Mr. Buxey's b. Souvenir Rose,
Mr. Darius's b. Fame,
Mr. David's b. Loyalist,
Mr. David's b. Colonist,
Mr. Derick's b. Crusader,
Mr. Dryadus's b. Sinead,
Captain O. J. Flower's b. Battle-axe,
Mr. Hammonia's b. Donnor,
Mr. Hammonia's b. Blitz,
Mr. Hart Buck's b. Belvoir,
Mr. Hart Buck's b. Croton,
Mr. Hart Buck's b. Lincoln,
Mr. J. B. Kelly's m. Alaric,
Mr. J. H. Lewis's b. Innocent,
Mr. J. H. Lewis's b. Blazer,
Mr. Horace McMahon's b. Kismet,
Mr. Pogo's b. Peach Blossom,
Mr. Wheelrut's b. The Giraffe.

The "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, G.C.M.G., for Subscription Walter Griffiths of this season, 1900-1901; to be won twice by Subscription Griffiths the *bona fide* property of the same owner or owners; winner to receive 70 per cent. of the entrance fees; second 20 per cent.; third 10 per cent.; weight for inches as per scale; winner of the Valley Stakes and/or German Cup 9lbs extra, winners of any other races 5lbs extra; penalties accumulative up to 9lbs; entrance fee \$10. One Mile.

Mr. A. Babington's b. Sundowner, 10st 13lb
Mr. Buxey's b. Wood Rose, 10st 7lb
Mr. David's b. Glory, 10st 5lb
Mr. Derick's b. Loyalist, 10st 13lb
Mr. Hammonia's b. Baron, 10st 13lb
Mr. Hart Buck's b. Croton, 10st 13lb
Mr. Hart Buck's b. Lincoln, 10st 4lb
Mr. H. Hill's b. Bullseye, 10st 13lb
Mr. R. B. Johnson's m. Hoodoo, 10st 7lb
Mr. Ellis Kelly's m. Alaric, 10st 10lb
Mr. J. H. Lewis's b. Innocent, 10st 5lb
Mr. J. H. Lewis's b. Blazer, 10st 7lb
Mr. Horace McMahon's b. Mentor, 10st 2lb
Mr. Oswald's b. Scintillant, 10st 10lb
Mr. John Peel's b. Heene, 10st 10lb

Mr. John Peel's b. Dingo, 10st 13lb
Mr. Pogo's b. Peach Blossom, 10st 4lb
Mr. Wheelrut's b. The Giraffe, 10st 5lb
The PARSE CUP, presented: second to receive \$50; third \$25; for China ponies; weight for inches as per scale; winners of one race at this meeting 3lb extra; of two or more races 5lb extra; placed ponies allowed 3lb; unplaced ponies allowed 6lb; non-starters excluded; entrance \$10. One mile.

Mr. Buxey's g. Rose de France, 10st 12lb
Mr. Buxey's g. New Rose, 10st 11lb
Mr. Buxey's w. Blooming Rose, 10st 11lb
Mr. David's b. Strategist, 10st 11lb
Mr. David's b. Tuba Rose, 10st 11lb
Mr. Derick's b. Sandstorm, 10st 11lb
Mr. Derick's b. Thunderstorm, 10st 11lb
Mr. Dryadus's b. Sinead, 10st 9lb
Mr. Hart Buck's b. Esperance, 10st 9lb
Mr. King's b. Polka, 10st 9lb
Mr. J. B. Kelly's m. Alaric, 10st 12lb
Mr. Marshall's b. Hope, 10st 12lb
Mr. Nauticus's g. Sunshine, 10st 12lb
Mr. John Peel's b. Baluchi, 10st 12lb
Mr. John Peel's b. Beechnut, 10st 12lb
Mr. John Peel's b. Kingfisher, 10st 12lb
Mr. G. H. Potts's b. Forest King, 10st 12lb
Mr. G. H. Potts's b. Moriturus, 10st 12lb
Mr. G. H. Potts's b. Interrogation, 10st 12lb
Captain H. M. Richards's b. Edelweiss, 10st 12lb
Captain H. M. Richards's b. Hermit, 10st 9lb
Mr. Toeg's b. Modder, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

The WALKER CHAMPION STAKES, with \$750 added; for Wagers, winners only; a forced entry; entrance \$20; winner of two races \$50; of three or more races \$50; weight for inches as per scale. One mile.

The CONSOLATION STAKES, a Sweepstakes of \$5 each with \$250 added; second to receive \$50; third \$50; for beaten China ponies at this meeting; weight for inches as per scale. Once Round.

Captain Bland's w. Marqueterie, 10st 6lb
Mr. Buxey's g. Rose de France, 10st 12lb
Mr. Buxey's g. New Rose, 10st 11lb
Mr. Buxey's w. Blooming Rose, 10st 11lb
Mr. David's b. Strategist, 10st 11lb
Mr. David's b. St. Andrew, 10st 11lb
Mr. Derick's b. Tuba Rose, 10st 11lb
Mr. Derick's b. Sandstorm, 10st 11lb
Mr. Derick's b. Thunderstorm, 10st 11lb
Mr. Dryadus's b. Sinead, 10st 9lb
Mr. Hart Buck's b. Esperance, 10st 9lb
Mr. King's b. Polka, 10st 9lb
Mr. King's b. Bulbul, 10st 9lb
Mr. King's b. Sunshine, 10st 9lb
Mr. John Peel's b. Baluchi, 10st 9lb
Mr. John Peel's b. Beechnut, 10st 9lb
Mr. John Peel's b. Kingfisher, 10st 9lb
Mr. G. H. Potts's b. Forest King, 10st 9lb
Mr. G. H. Potts's b. Moriturus, 10st 9lb
Mr. G. H. Potts's b. Interrogation, 10st 9lb
Captain H. M. Richards's b. Edelweiss, 10st 9lb
Captain H. M. Richards's b. Hermit, 10st 9lb
Mr. Toeg's b. Modder, 10st 9lb
Mr. Rouseville Wildman's g. Thistle, 10st 12lb

The NIL DESPERANDUM STAKES, a Sweepstakes of \$5 each with \$100 added; second to receive \$50; third \$25; for beaten subscription Walter Griffiths of this season, 1900-1901; handicap. Half a Mile.

Mr. Babington's b. Sundowner,
Mr. Bromox's l-g. Confederation,
Mr. Buxey's b. Wood Rose,
Mr. Darius's b. Glory,
Mr. David's b. Loyalist,
Mr. Derick's b. Deep Bay,
Mr. Derick's b. Castle Peak,
Mr. Dryadus's b. Crusader,
Mr. Hammonia's b. Baron,
Mr. Hart Buck's b. Croton,
Mr. Hart Buck's b. Lincoln,
Mr. H. Hill's b. Bullseye,
Mr. J. B. Kelly's m. Alaric,
Mr. J. H. Lewis's b. Innocent,
Mr. J. H. Lewis's b. Blazer,
Mr. Horace McMahon's b. Mentor,
Mr. Oswald's b. Scintillant,
Mr. John Peel's b. Heene,
Mr. John Peel's b. Dingo,
Mr. Pogo's b. Peach Blossom,
Mr. Roy's l-g. Blue Gum,
Mr. Wheelrut's b. The Giraffe.

CONCERT AT FOCHOW.

It is a long time since Fochow residents have had such a musical treat as was arranged for them on the 11th inst. under the auspices of the F. A. M. and D.S., say the *Echo*. A visit from Mr. Alec Marsh of Hongkong was the occasion of getting up a concert. It was held in the large reading-room of the Club as being more suitable for music than the theatre. The programme would have been more varied but for the prevailing epidemic invaliding one or two other of our amateurs who would have been willing to assist, had they been able. This misfortune, however, led to our having more of Mr. Marsh's singing, of which the audience never seemed to have had enough as it was, since each of the six songs sung by him was encored. Certain it is that Mr. Marsh's rich, mellow, cultivated voice and his rendering of the songs he sang on Monday evening gave unqualified pleasure to a large roomful of listeners. Miss Lay's performances both on the piano and mandoline were pleasing in the extreme and Mr. Balloch's rendering of the song "Blow, Blow, thou Winter Wind" was thrilling and most successful, calling forth loud applause and an encore.

PROGRAMME.
Part I.
1.—Song..... "The Sailor's Grave."
Mr. Alec Marsh.
2.—Pianoforte Solo.
Miss Lay.
3.—Song..... "The King's Minstrel."
Mr. Alec Marsh.
4.—Mandoline Solo.
Miss Lay.
5.—Song..... "Japanese Love Song."
Mr. Alec Marsh.

Part II.
1.—Song..... "A Summer Night."
Mr. Alec Marsh.
2.—Song "Blow Blow thou Winter Wind."
Mr. C. Balloch.
3.—Song..... "My Love is Come."
Mr. Alec Marsh.
4.—Mandoline Solo.
Miss Lay.
5.—Song..... "Long ago in Alcala."
Mr. Alec Marsh.

FROGMORE.

A Home paper says—Stately and magnificent, amid great flowering shrubs and trees, with the sombre shadow of the cypress falling on its walls, the tomb of her Majesty's Consort, "Albert the Good," rises from the royal grounds at Frogmore.

Built to receive the mortal remains of the ever-loved and lamented husband of Queen Victoria, no expense was spared, and its cost, with its magnificent decorations, was upwards of £200,000, a sum paid from her Majesty's private purse.

The ground plan is in the form of a Greek cross, from the centre of which rises a large dome 70ft. in height, with transepts branching north, south, east, and west.

The building is 70ft. in length, and the same in breadth. The whole floor is supported by massive brick vaults, which are entered by a small flight of steps.

In one of these vaulted chambers is the foundation-stone, bearing the following inscription:

The foundation-stone of this building,
Erected by Queen Victoria
In remembrance of her great and good husband,
Was laid by her on the 15th day of
March, A.D. 1862.

Blessed are they that sleep in the Lord. Outside, the building is somewhat plain, but internally it is rich and radiant.

The approach is by a magnificent flight of granite steps, through a portico supported in front by granite columns, with an angel in bronze at each extremity, and with a ceiling of Venetian mosaic by Dr. Salviati. Above this and under the heraldic quarterings of the Queen and Prince Albert is the following bronze inscription in Latin:

His mourning in Latin, the Queen, directed all that is mortal of Prince Albert to be placed in this sepulchre, A.D. 1862. Farewell, beloved! Here at last I will rest with thee; with thee in Christ will I rise again!

Through the porch, a pair of handsome brass gates lead into the eastern transept. The whole of the interior is a work of art of surpassing magnificence. The walls are covered with marble panelling, in exquisite design, with bas-reliefs and beautifully executed fresco paintings.

The beautiful skylight blue of the ceiling is studded with gold stars, and is divided into panels by bands of golden angels rising one above the other to the roof.

The dome itself is lighted by eight windows in the clerestory, filled with stained glass, containing three lights each, with semi-circular heads. The building is also illuminated by elegant lamps of bronze and gold, the gift of the Prince of Wales, which swing from the arch of each transept.

The whole of the floor is magnificently inlaid with polished marble. In the centre of the building, directly under the dome and resting upon a plinth of black marble, the gift of the King of the Belgians, stands the massive grey granite sarcophagus, containing the mortal remains of the late Prince.

The sarcophagus, which is of Aberdeen granite, highly polished, has at each of the four corners an angel kneeling, with clasped hands and outstretched wings, cast in bronze, by the late Baron Marchetti.

Upon the right side of the lid lies a recumbent figure of the Prince Consort, sculptured in white marble, clad in his Field-Marshal's uniform, and wearing the mantle of the Order of the Garter.

The left side and the space under the sarcophagus are reserved for the remains of Queen Victoria.

The inscription, in gold letters on the stately tomb is as follows:—

Francis Albert Augustus Charles Emmanuel, Duke of Saxony and Prince of Saxe-Coburg and Gotha; Prince Consort; second son of Ernest, the reigning Duke of Saxe-Coburg and Gotha; born at the Rosenau, near Coburg, 26 Aug., 1819; married 10 Feb., 1840, to Victoria, Queen of Great Britain and Ireland. Died at Windsor, 14 Dec., 1861.

CHINESE THE UNIVERSAL LANGUAGE?

Mr. Johannes Wisby in *Mind* for December, 1900, says:—

"The presence of the allied forces in China may ultimately prove to be the lever that will launch the Chinese language into our very schools as part of the curriculum. When nations wage war upon one another, they generally manage to learn from one another as well, and the scientists accompanying the allied forces in China are already recommending the idea, in dispatches to their respective governments, that written Chinese be adopted, experimentally at least, as a professional and business language. Everywhere these men went in China they were astounded by the fact that the people of the various provinces, although incapable of understanding one another verbally, were able to communicate with ease and accuracy in writing. As this condition is exactly opposite to those governing in Europe, where the people are bunched off, as it were, in dialect districts, and where no uniformly intelligible code exists, these men began to examine into the merits of the Chinese tongue. They soon became convinced that it is the most practical language in the world, and better suited for universal adoption than any other. They are not anxious to have it replace existing languages, but they recommend it as an international vehicle of business correspondence. We are not to write poetry in Chinese, nor to have our daily or periodical press infested with the 'crow's feet' of the yellow man; but the typewriting-machines that our grandchildren may use are likely to have Chinese characters, and our business letters and advertising may, to a large extent, have to be written according to the method used by Confucius.

"The idea is as simple as it is natural. The only thing that must be overcome, before it will work its way through Western civilization, is prejudice. There is a widespread superstition that Chinese is an extremely hard language to learn, and the appalling obstacle is vociferously touted in our ears that the alphabet consists of 'no less and perhaps more than 50,000 characters.' As a matter of fact, Chinese being a symbolic tongue has no alphabet; and as long as no attempt to pronounce it is made, the written language is by no means difficult to learn. The phonetic or spoken language is, however, so variable, and so cut up into dialectic phrases—each province in China, and there are eighteen, having its own vernacular—that very few people, even among the most learned mandarin acquire a mastery over even a Peking scholar has about as much, or as little, chance of understanding a farmer in the Yun-nan province as a London dandy has of understanding a Welsh miner; but, when it comes to writing, the startling fact develops that while the miner and the dandy would not be able to make themselves mutually understood, the Chinese farmer and the scholar comprehend each other perfectly.

"All other languages, if let alone, deteriorate or develop with comparative quickness and become a barrier, through branching out into dialects, rather than a medium of intercourse, between the nations. Chinese is the only language, possibly with the exception of the almost prehistoric Egyptian, that may be regarded as fully developed, in that it never changes, but draws the people together around a common standard of symbolic meaning that carries the same significance to-day as it did over two thousand years before Christ. Take English—undoubtedly one of the most perfectly developed of the so-called civilized tongues; what a pitifully inconstant, changeable, and utterly unreliable medium of expression it is! Since Chaucer it has changed so that the ordinary reader of to-day finds it a task to pick his way to the meaning of phrases and combinations that were perfectly intelligible a couple of centuries ago. Linguistic research shows us that while modern languages, and they are all phonetic, undergo perceptible, and sometimes confusing, changes every century, Chinese, which is the only truly symbolic language surviving, is also the only language incapable of being changed by time.

"Then what is the radical difference between the tongue of the Celestials and the speech of the rest of the world? A nutshell explanation will do. Language, all over the world, except in China, is phonetic and relies for its creation of the words upon various combinations of a few elementary signs, arranged in the order of an alphabet. The chief disadvantage of this system is that since the writing follows the sound, and the sound of speech is constantly changing, the written language changes as well. The Chinese method is best illustrated by an example. If you take up a city directory in Germany, you will notice at intervals certain little cuts with numbers representing telephone-receivers. They arrest your attention, but you do not have to speculate long before you guess that the cuts signify which parties have telephones and the number you must ask for if you wish to call any one up. That's Chinese. Instead of explaining that this and that and the other man has telephone connection, a drawing, a cut, a symbol telling the same tale, is substituted. The index finger on sign-boards saying 'This way,' the maritime flag signal code, the characters employed in astronomy, in geodesy, and in many other branches of science, are really Chinese forms of communicating ideas—so far as they are strictly symbolic, fixed signs with a fixed, unmistakable, unchangeable meaning. When you write that 2 and 2 make 4, this is phonetic writing; when you write 2 + 2 = 4, this is symbolic writing. The brevity and clearness of this are evident. Mathematics is only a species of sign-writing; and in this fact we find the secret reason why Chinese scholars are so fond of algebra and geometry, and why they make such pronounced success of their studies in this field. There can be no doubt that much of the progress made in the mathematical sciences of late years has been rendered feasible by the adoption of carefully selected symbols; or, in other words, by adoption of the same methods as China has been using for thousands of years. Complicated trains of reasoning and calculation, such as, for instance, in chemistry, are presented to the mind *en bloc* by a few arbitrary signs, and are comprehended at a glance—as the character of a landscape is gleaned in the twinkling of an eye. When we write c. o. d. on a package, or f. o. b. on a bill of lading; when we write '5 instead of 'dollar,' and a hundred other characters, we are virtually acknowledging the superiority of the Chinese method. And when the Londoner writes 'Charing X' instead of Charing Cross, the Norwegian 'Xmas' for Christmas, and the Christmas is spelled by all Anglo-Saxon peoples 'Xmas' for brevity, it only demonstrates the world-wide want of a symbolic language."

OCEAN TELEPHONY.

According to the current issue of the *Electrical Review*, the American Telephone and Telegraph Co., parent of the Bell Co., has purchased the patents of Dr. M. L. Puppini, of Columbia University, which, it asserts, cover the art of ocean telephony, and will enable telephone messages to be sent over any length of land lines. It is added that the sum of \$200,000 has been paid to Dr. Puppini for his invention, with an annual salary of \$7,500 during the life of the patents. Two of these patents were issued in June, 1900, for the invention, which is described at length and characterised as one of the most brilliant discoveries of Dr. Puppini. In experimenting with artificial conductors, Dr. Puppini found that it was possible to telephone over vastly greater lengths of cable than had been feasible before, and easily to make any desired length of telephone circuit. He has shown a design for induction coils to be introduced at appropriate intervals in a transatlantic cable, which would allow telephonic conversation to be held across the ocean.

THE PLAGUE.

Number of cases reported (Chinese).....20
up till noon of the 26th Other Asiatics 0
February, 1901..... Europeans 0

Number of cases reported (Chinese).....1
during the past 24 hours Other Asiatics 0
Europeans 0

Total number of cases reported to date.....21

Number of deaths reported (Chinese).....20
up till noon of the 26th Other Asiatics 0
February, 1901..... Europeans 0

Number of deaths reported (Chinese).....0
during the past 24 hours Other Asiatics 0
Europeans 0

Total number of deaths recorded to date.....20

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....30.141
Thermometer.....57.3
Humidity.....79.0
Rainfall.....1.76

TO-DAY.

Barometer.....30.17
Temperature.....64
Humidity.....77
Rainfall.....0

WEATHER REPORT.

On date at 10 a.m. 11 a.m. 4 p.m.
Barometer.....30.17 30.05
Temperature.....64 64
Humidity.....77 64
Rainfall.....0 0

TO-DAY.

Wednesday, 27th February, 1901.

Chinese—7th of 1st moon of 27th year of Kwang-su.

Sun—Rises.....6hr. 25min.
Sets.....6hr. 0min.

Moon—Max. Declination N. 0hr. 4min.

High water—Morning.....5hr. 18min.
Afternoon.....5hr. 58min.

Low water—Morning.....7hr. 30min.
Afternoon.....11hr. 30min.

ANNIVERSARIES.

1842—The establishment of the Superintendent of Trade removed from Macao to Hongkong.

1853—End of the Kaffir War. British Kaffaria annexed.

1876—Treaty of peace between Japan and Korea.

1879—The barque *Forget-me-not* lost in Chelso harbour.

1880—British defeated at Majuba Hill.

1882—A farewell banquet given to Sir J. Pope Hennessy by the Tung Wa Hospital Committee.

1887—Evacuation of Port Hamilton by the British.

1897—Indian Relief Works supporting 3,141,000 persons.

1900—Surrender of Commander Cronje with 4,000 troops.

TO-MORROW.

Thursday, 28th February, 1901.

Chinese—10th of 1st moon of 27th year of Kwang-su.

Sun—Rises.....6hr. 25min.
Sets.....6hr. 0min.

High water—Morning.....5hr. 18min.
Afternoon.....5hr. 58min.

Low water—Morning.....7hr. 30min.
Afternoon.....11hr. 30min.

ANNIVERSARIES.

1851—Pitched battle in Aberdeen Bay, Hongkong, between pirate junks and Chinese gunboats.

1876—Capture of the Sulu capital by the Spaniards.

AGENDA.

TO-DAY.

Annual Hongkong Races. Second Day.

9 p.m.—Sharp. Harrold's Circus at the Recreation Ground (near the Race Course).

Cargo ex China subject to rent.

Cargo ex Gaelic subject to rent.

TO-MORROW.

Annual Hongkong Races. Third Day.

Boxing Tournament at the Theatre Royal City Hall under the management of Mr. C. T. Robinson.

A. L. S. N. Co.'s steamer *Moravia* leaves for Fiume and Trieste via Singapore, etc.

Daylight—D. & Co.'s steamer *Haiching* leaves for Coast Ports.

Cargo ex Lightning subject to rent.

FRIDAY, 1st MARCH.

Diocesan School re-opens.

5 p.m.—C. & M. Co.'s steamer *Esmeralda* leaves for Manila.

8.30 for 9 p.m.—Precisely. Regular Meeting of the Zealand Lodge at the Freemason's Hall.

Cargo ex *Indravelli* subject to rent.

SATURDAY, 2nd.

Noon—P. & O. steamer *Paramatta* leaves for London.

Noon—T. K. K. steamer *Hongkong Maru* leaves for Yokohama, and Honolulu, via Shanghai etc.

MONDAY, 5th.

5.15 p.m.—General Meeting of the Hongkong Rifle Association at the Volunteer and Head Quarters.

5.30 p.m.—Organ Recital at the Union Church.

TUESDAY, 5th.

3 p.m.—Steamer *Lightning* leaves for Singapore Penang Calcutta.

5.15 p.m.—Lecture by Mr. J. J. Francis K. C. in the Chamber of Commerce Room, City Hall.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	Kobe and YOKOHAMA	Friday, 1st Mar., at Daylight.
HIROSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO	Wednesday, 6th Mar., at Noon.
S. Yoshizawa.....	MAKESBILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	Friday, 8th Mar., at Daylight.
KAWACHI MARU.....	Kobe and YOKOHAMA	Friday, 15th Mar., at Daylight.
HAKATA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	Saturday, 16th Mar., at 4 P.M.
TOSA MARU.....	NAGASAKI, KOBE and YOKOHAMA	Friday, 22nd Mar., at Noon.
YAWATA MARU.....	HAMA	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 26th February, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG.....	HAVRE, BREMEN and HAMBURG, (LONDON with transshipment in HAMBURG)	8th March. Freight.
MARBURG.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 15th March. Freight.
SIHIRIA.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 25th March. Freight and Passage.
BAMBERG.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 5th April. Freight.
SARNIA.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 15th April. Freight and Passage.
Schlaefke.....	(LONDON with transshipment in HAMBURG)	April. Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA. U.S. MAIL LINE. TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. PACIFIC MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.	VIA INLAND SEA OF JAPAN AND HONOLULU.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

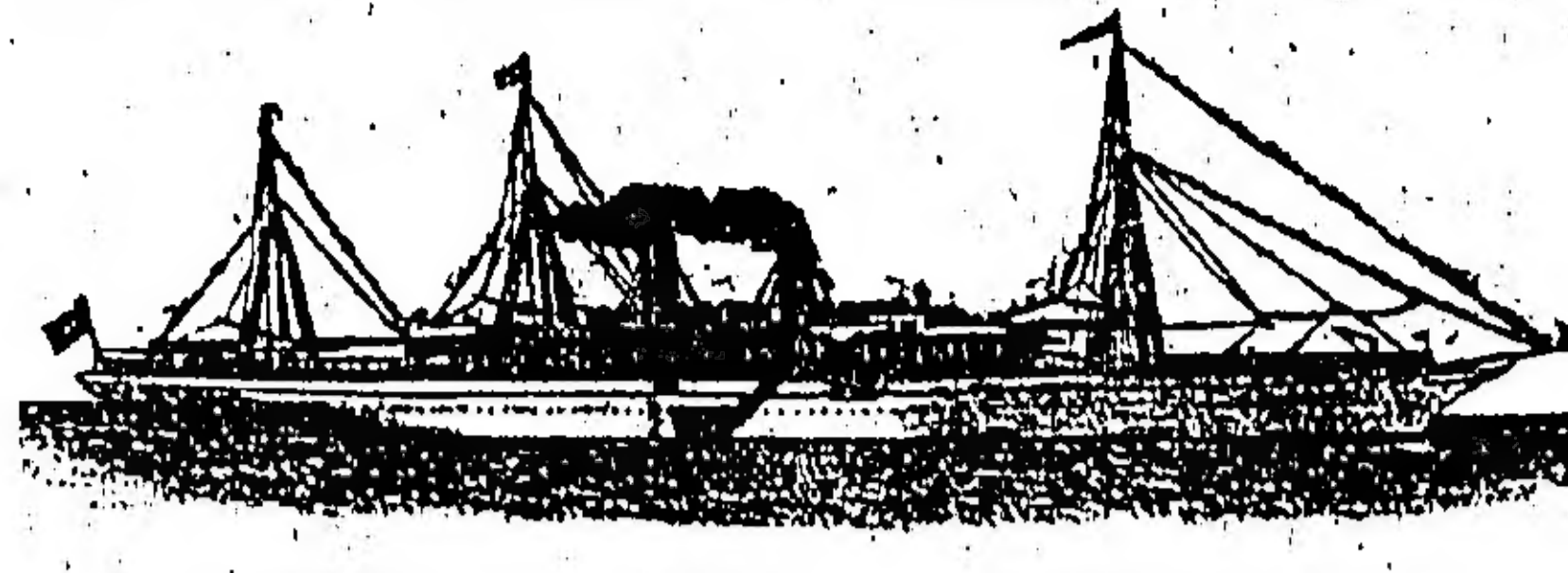
For further information as to Freight, Passage, and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th February, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th February, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

THE Company's Steamship

"DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 percent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA," 2,088 tons, Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Under- signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.)

For further information as to Freight rates, &c., apply to ARNHOLD, KARPERS & Co., Agents.

Hongkong, 4th February, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.

Tacoma.....2,811 A. Dixon.....Mar. 1

Dracmar.....3,601 W. Watt.....Mar. 4

Victoria.....3,502 J. Fenton.....Mar. 8

Glenogle.....3,750 W. Frakes.....Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 4 1/2 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLODYCK GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 22nd February, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PARRAMATTA," Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th February, 1901.

NOTICE.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

ST. PAUL, American ship, Capt. Tost.

Hongkong, 4th February, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI.....	"SZECHUEN".....	28th Feb.
SHANGHAI.....	"KWANGSE".....	28th Feb.
SHANGHAI.....	"HOIHOW".....	1st March.
MANILA, CEBU and ILOILO.....	"KAIFONG".....	2nd March.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th February, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"IXION".....	5th March.
"....."	"DEUCALION".....	19th March.
"....."	"STENTOR".....	3rd April.
LIVERPOOL (Taking Cargo at LONDON RATES).....	"PATROCLOS".....	16th March.

S.S. "IDOMENEUS" from GLASGOW and LIVERPOOL is expected to arrive To-day, and will leave for SHANGHAI on or about 28th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 26th February, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAICHING," Captain Hall, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 25th February, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MORAVIA," Captain Calabrese, will be despatched as above TO-MORROW, the 28th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th February, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"FOLMINA," will sail at the end of February, and will be followed by the S.S. "GYMERIC," at the middle of March.

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 12th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"AKASHI MARU," Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"MAIZURU MARU," Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th February, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle.....[5,023] Saturday Mar. 30

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 20th February, 1901.

Entertainment.

ORGAN RECITAL.

AN ORGAN RECITAL will be held in the UNION CHURCH, on MONDAY, 4th March, at 5.30 P.M.

Organist—Mr. GEO. GRIMBLE. Soloists—Mrs. MUDIE, Mrs. FULLERTON, and Mr. E. MIROW.

Full Particulars will be published later.

Hongkong, 26th February, 1901.

Auction.

PONIES! PONIES!! PONIES!!!

THE Undersigned will hold their Annual Sale of RACE PONIES on WEDNESDAY, the 6th March, 1901, at 3 P.M., Opposite the CITY HALL, when upwards of 50 PONIES will be offered.

Entries will be received until NOON on Day of Sale.

TERMS—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 25th February, 1901.

To be Let.

TO LET.

"WESTLEY" with TENNIS COURT and GARDEN.—Possession on 1st MAY. RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL, No. 6, Immediate Possession.

Apply to LAU CHU PAK, Care of A. S. Watson & Co., Ltd.

Hongkong, 27th February, 1901.

Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL,

The Share Market.

LATEST QUOTATIONS.
(February 27th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	34 1/2 premium
The Bank of China (Preference)	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	4 1/2
The Bank of China (Deferred)	£ 1	45 1/2 buyers
National Bank of China, Ltd.	£ 8	37 buyers
120. Founders.	£ 1	31 1/2 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$250 buyers
China Trade Shipping Co., Ltd.	\$ 25	\$55
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Yantai Ins. Assoc., Ltd.	\$ 60	\$120 buyers
Canton Ins. Office, Ltd.	\$ 20	\$150
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$315
China Fire Ins. Co., Ltd.	\$ 20	\$84 sellers
Shipping.		
Hongkong, Canton, & Amoy Steamship Co., Ltd.	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$116 buyers
China & Manila S.S. Co., Ltd.	\$ 30	\$70 buyers
China S.S. Co., Ltd.	\$ 30	\$40 sales and sellers
Douglas Steamship Co., Ltd.	\$ 50	\$47 buyers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£12 buyers
Star Ferry Co., Ltd.	\$ 24	\$60 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3.50 sales
Refrigerators.		
China Sugar Refining Co., Ltd.	\$100	\$132 buyers
Luzon Sugar Refining Co., Ltd.	\$100	\$40 sellers
Mining.		
Panjin Mining Co., Ltd.	\$ 8	\$4 cum call
Panjin Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fr. 250	\$315 sellers
Queen Miners, Ltd.	25 cts.	7 cts
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$52 sellers
Raub Alian Gold Mining Co., Ltd.	175. 10d.	\$38 buyers
Oliver Freehold Mines, Ltd. A.	\$ 5	\$2.30 sellers
Oliver Freehold Mines, Ltd. B.	\$ 5	\$14 sellers
Great Eastern & Chinese Gold Mining Co., Ltd.	\$ 1	50 cents
Do. (Preference)	\$ 1	40 cents
Books, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	67 1/2 premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$94
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$24 sales
Lands, Hotels and Buildings.		
China Provision Loan & Mortgage Co., Ltd.	10	\$94 sellers
Hongkong Land Agency Co., Ltd.	\$100	\$196 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$27 buyers
Co. Ltd.	\$ 50	\$50 sellers
H'kong Hotel Co., Ltd.	\$ 50	\$80 buyers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$124 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$15
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 45
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ltd.	Tls. 100	Tls. 32 1/2
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited	\$500	\$500 premium
La Comercial, Ltd.	\$500	\$500 premium
Hensiana Limited	\$500	\$500 premium
La Favorita	\$500	\$500 premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$20 sales
China-Borneo Co., Ltd.	\$ 15	\$33
A. S. Watson & Co., Limited	\$ 10	\$16 buyers
Wakins, Limited	\$ 10	\$12.10 sales
Hongkong Electric Co., Limited	\$ 10	\$124 sales
Hongkong Electric Co., Limited	\$ 5	\$64
Hongkong and China Gas Co., Ltd.	£ 10	\$118 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$167 1/2 sales
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 ex div.
H'kong Ice Co., Ltd.	\$ 25	\$167 1/2 sales
H'kong High-Level Tramways Co., Ltd.	\$100	\$200 sales and buyers
Dairy Farm Co., Ltd.	\$ 6	\$74 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
Campbell, Moore and Co., Ltd.	\$ 10	\$22
Bells Auctioneers Agency, Ltd.	£ 1	\$14 buyers
United Abolition Oriental Agency, Ltd.	\$ 4	\$8 sales
Carmichael & Co., Ltd.	\$ 20	\$8
Tebraun Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$54 sellers
H.K. Co. Water-boat Co., Ltd.	\$ 5	\$5
China Light & Power Co., Ltd.		

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Joseph, Mr. & Mrs. E. S.
Angus, Mrs.	Junge, Mr. George
Apar, Mrs. A. A.	Katsch, Mr. E. A.
Apar, Miss	Kennedy, Mr. R. J.
Ball, Mr. W. S.	Kiene, Mr. and Mrs. F.
Baird, Mr. W. P.	Kirke, Mr. H. S. R. E.
Ballin, Mr. O. E.	Kirkwood, Mr. J.
Bell, Mr. and Mrs. O. M.	Lambton, Mrs. R. S.
Bell, Mr. T. H.	Leverett, Mr. Wm. J.
Beringer, Mr. F. J. G.	Lewis, Mr. A. R.
Bishop, Mr. and Mrs. J. G.	Lister, Mr. Chas. C., Jr.
Black, Mrs.	Lister, Mrs. C. C.
Blyth, Mr. H. M.	Little, Major W. R.
Borthwick, Mrs. R. W.	Little, R. E., Major
Bornkessel, Mr.	Lohery, Mr. R.
Bowack, Mr. George	Long, Mr. & Mrs. D. M.
Branch, Capt. B.	Lutz, Mr. Emile
Brands, R. N., Lt. & Mrs.	Macdonald, Dr. J.
Brace, Capt. and Mrs.	Marshall, Mrs. Fred.
Buck, Mr. Hart	Mallory, Lt. Col.
Burnie, Mr. C. M. G.	Mansel, Lt. Col. W. C.
Campos, Comdr. E. de	Michel, Mr. F.
Clark, Dr. & Mrs. F.	Milner, Mr. and Mrs.
Clark, Mr. P. M.	R. G.
Clarke-Thornhill, Mr.	Moses, Mr. and Mrs.
Colson, Mr. T. S.	S. E.
Crawford, Mr. D. W.	Mould, R. E., Maj. C. F.
Crickshank, Mr. Wm. F.	Newson, Mr. and Mrs.
Davis, Capt. and Mrs.	O'Neill, Mr. and Mrs.
Dean, Dr. and Mrs. B.	J. J.
Denroche, Mr. P.	Ormsby, Hon. R. D.
Discombe, Mr. G. M.	Or, Mr. R.
Dorehill, Mr. A. Major	Or, Capt. S. G.
Dover, Col. H.	Parfitt, Mr. W.
Drew, Mr. and Mrs. C.	Passey, Lt. Col.
Duff, Mr. W. S.	Patey, Mr. E. O.
Dyson, Capt. P. S.	Paul, Mrs. and Miss
Eddy, Mr. F. W.	Monson
Elderton, R. I. M., Com.	Penchoir, Mr. E. E.
Evans, Dr. and Mrs.	Potts, Mr. Douglas
Sheldon	Quandk, Mr. O. E.
Farbridge, Mr.	Reel, Dr. L. R.
Franklin, Mr. C.	Rosamund, Misses (3)
Gibson, Mr. and Mrs.	Rundall, Lt. Col.
Kennedy	Sampson, Mr. H. W.
Glover, Mr. C.	Smith, Mr. D. A.
Goddard, Capt.	Stevens, Mr. G. R.
Goddard, Mrs.	Stevens, Mr. G. R.
Goodman, Mr. H.	Stewart, Mr. E. H.
Goodman, Miss Edith	Strawbridge, Mr. W. J.
Gott, Mr. R.	Taylor, Mr. D. G.
Grant, Mr. John	Todd, Mr. and Mrs.
Hamerly, Mr. B. F.	Toke, Mr. M.
Headham, R. I. M., Lt.	Unsworth, Capt.
Higgins, Mr. and Mrs.	Wakeman, Mr. G. H.
Horsley, Mr. H. H.	Warren, Miss
Howard, Mr. Thos.	Watts, Mr. and Mrs.
Howkins, Mr. & Mrs.	Frank W.
J. D.	Whitley, Mr. W. J. G.
Hug, Mr. R.	Whitley, Mr. W.
James, Mr. J.	Wiese, Mr. and Mrs.
Jackson, Mrs. J. B. and	L. H. and 3 children
Jecovich, Mr. W.	Wild, Lieut. and Mrs.
Jones, Mr. P.	Bagnall
	Williamson, Mrs. J.
	Wilson, Misses M. W.
	Zarga, Mrs.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Jeffries, Mr. H. U.
Bewley, Capt.	Lee, Mr. J. E.
Bonnar, Mr. J. W. C.	Mackie, Mr. C. Gordon
Bonnet, Col. F.	Martin, Mr. R.
Buttanshaw, Major and child	McCarthy, Mrs. and child
Mrs. and maid	Miller, Mr. and Mrs.
Buttanshaw, Miss May	Mitchell, Mr. R.
Buttanshaw, Master H.	Newall, Mr. Stuart G.
Cameron, Mr. Allan	Oakley, Mr. H. E.
Collard, Col.	O'Gorman, Miss
Comrie, Mr. A. F.	O'Gorman, Col. Thos.
Crookenden, Col.	O'Gorman, Madam
Dann, Mr. G. H.	Oppenheim, Mr. J.
Dykes, Capt. and Mrs.	Pryne, Capt. R. A. M. C.
R. A.	Rouse, Mr. A. B.
Eekie, Mr. J. S.	Sabatier, Mr. J.
Forbes, Mr. Andrew	Scott, Capt. Percy, C.B.
Fraser, Colonel A. R.	Scott, Mrs. Percy
Graham, Mr. D. M.	Shelton, Mr. E. B.
Graham, Mr. and Mrs.	Shepherd, Mr. E. B.
W. D.	Sinclair, Mr. A.
Griffin, Major W. W.	Tomlin, Mr. G. L.
R. A.	Tomlin, Mr. G. L.
Gumpert, Dr. and Mrs.	Wheeler, Mr. H. B.
Harston, Dr. and Mrs.	Wheeler, Mr. H. B.
G. M.	Wheeler, Mr. H. B.
Hays, Mr. J.	
Hughes, Col. G. A.	

CRAIGIEBURN.

Anderson, Mr. Jas.	Crouch, Mr. J. W.
Andrews, R. N., Staff	Hamilton, Lt. Col. H.
Surg. and Mrs. A. G.	Hamilton, Mrs.
Binder, Mr. Gustav	Hopkins, Mrs. George
Callaghan, Capt.	
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs.	Sham, Mr. and Mrs.
Clarke, Capt. A. C.	E. H.
R. N.	Volpicelli, Consul
Clarke, Mrs.	

KOWLOON HOTEL.

Baer, Dr. Med.	Rust, Mr. H.
Burton, Mrs.	Sewall, Capt. and Mrs.
Foster, Mr. and Mrs.	Sheppard, Mr. Percy A.
R. R. and child	Soppet, Mr. H. W.
Leary, Lieut. C.	Thomson, Mr. & Mrs.
Lundholm, Capt.	Wittmuss, Capt.
Powers, Mr. J. D.	

EXCHANGE.

Hongkong, 27th February.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand 1/11 1/2	
Credits, 4 months' sight 2/0 7/16	
D'iments, 4 months' sight 2/0 9/16	
ON BERLIN, (demand)	M. 242
ON PARIS, Bank Bills, on demand	25 1/2
Credits, 4 months' sight	25 1/2
ON NEW-YORK, Bank Bills, on demand	48 1/2
Credits, 30 days' sight	48 1/2
ON BOMBAY, Telegraphic Transfer	148 1/2
On demand	148 1/2
ON SHANGHAI, Telegraphic Transfer	148 1/2
Private 30 days' sight	14 1/2
ON YOKOHAMA, T.T.	14 1/2
Sovereigns, Bank's Buying Rate	110.08
Gold Leaf 100 touch, per tael	51.65
Bar Silver	28 1/2
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 27th February.	
New Patna	\$225 per chest.
New Benares	\$225 per chest.
New Malwa	\$100 per picul.
Old Malwa	920/930
Persian Superior drug	825

VESSELS IN PORT.

AIRLIE, British steamer, 2,500, St. John George, 22nd Feb., Sydney, 29th Jan. Brisbane 29th, Newcastle 2nd Feb. Cairns 4th, Thursday Island 7th, Port Darwin 10th and Manila 19th, General—Gibb, Living, Mac & Co.	
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AMICO, German steamer, 772 J. Bendixen, 14th Feb.—Saigon 9th Feb. Rice—Jessen & Co.

BRAMAR, British steamer, 2,316, Wm. Watt, 23rd Feb., Moji 18th Feb. General—Doddwell & Co., Ltd.	
CANTON, British steamer, 1,110, D. F. Lawrence, 19th Feb.—Saigon 14th Feb. Rice—Jardine, Matheson & Co.	
CHEANG CHEW, British steamer, 1,213, H. C. D. Frampton, 22nd Feb.—Penang via Singapore 14th Feb. General—Chinese.	
CHINA, German steamer, 1,113, P. Voss, 23rd Jan.—Saigon 18th Feb. Rice—Siemssen & Co.	
CHINGTU, British steamer, 2,260, J. E. Williams, 19th Feb.—Sydney via Ports 25th Jan. General—Butterfield & Swire.	
CHOWAI, German steamer, 1,115, J. A. Morris, 16th Feb.—Bangkok 27th Feb. Rice and Timber—Butterfield & Swire.	
DIAMANTE, British steamer, 1,254, A. Ramsay, 26th Feb.—Manila 23rd Feb. Hemp—Sheehan, Tomes & Co.	
EGBERT, American transport, 1,875, N. A. Walton, 22nd Feb.—Manila 19th Feb. EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.—Vancouver, B.C. 28th Jan. and Shanghai 17th Feb. Mails and General—C. P. R. Co.	
EMERALDA, British str. 956, G. H. Blackland, 24th Feb.—Manila 21st Feb. General—Sheehan, Tomes & Co.	
FLINTING, British steamer, 2,109, J. Dwyer, 19th Jan.—Moji 30th Dec. Coal—Mitsui Bussan Kaisha.	
FOLMINA, Dutch steamer, 1,369, W. van Eyken, 26th Feb.—Fochow 24th Feb. General—Doddwell & Co., Ltd.	
FOONG SANG, British steamer, 1,092, G. S. Weigall, 18th Feb.—Manila 15th Feb. Ballast—Jardine, Matheson & Co.	
FUSHUN, British steamer, 1,500, W. H. Hunt, 26th Feb.—Canton 25th Feb. General—C. M. S. N. Co.	
GLENVOLE, British steamer, 2,309, W. Frakes, 25th Feb.—Bangkok 22nd Feb. General—Doddwell & Co., Ltd.	
GWALIOR, British steamer, 2,602, J. Wilson, 20th Feb.—Calcutta 6th Feb. Ballast—Admiralty.	
HAICHING, British steamer, 1,267, T. P. Hall, 26th Feb.—Fochow and Amoy 25th Feb. General—Douglas, Laprak & Co.	
HONGKONG MARU, Japanese steamer, 3,437, W. E. Filmer, 21st Feb.—San Francisco 24th Jan. via Honolulu 31st Yokohama 12th Feb. Kobe 14th, Nagasaki 16th, and Shanghai 19th, Mails and General—J. S. Van Buren.	
HUE, French steamer, 795, G. Godin, 3rd Feb.—Haiphong and Hoihow 2nd Feb. General—R. Marty.	
KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th Feb.—Hoihow 2nd Feb. Sugar and Hemp—Butterfield & Swire.	
KELVENDALE, British steamer, 1,052, Bradley, 26th Feb.—New York 28th Dec. and Singapore 18th Feb. Kerosine—Standard Oil Co.	
KRONWAG, German steamer, 1,115, T. Groves, 24th Feb.—Bangkok 15th Feb. Rice—Butterfield & Swire.	
KONG BENG, German steamer, 682, C. Fuchs, 23rd Feb.—Singapore via Bangkok 15th Feb. Rice—Melchers & Co.	
LIGHTNING, British steamer, 2,123, J. G. Spence, 25th Feb.—Calcutta 2nd Feb. Penang 12th and Singapore 18th, General—David, Sassoon Sons & Co.	
LYEEMOON, German steamer, 1,258, G. Heuermann, 25th Feb.—Canton 24th Feb. General—E. A. Trading Co.	
MARBURG, German steamer, 2,515, Von Binzer, 24th Feb.—Hamburg 4th Jan. and Singapore 16th Feb. General—Siemssen & Co.	
MONGKUT, German steamer, 800, C. Müller, 21st Feb.—Bangkok 11th Feb. Rice—Butterfield & Swire.	
MORRA KOL, German steamer, 1,719, G. Kraef, 19th Feb.—Moji 9th Feb. Coal—Meyer & Co.	
NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan.—Mauritius 29th Dec. and Singapore 14th Jan. Sugar—Siemssen & Co.	
PETRIANA, British steamer, 1,140, Snopce, 19th Feb.—Belik, (Papan) 7th Feb. Kerosine.—Arnhold, Karberg & Co.	
PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 14th Feb.—Bangkok 15th Feb. Rice—Butterfield & Swire.	
QUEEN ELEANOR, British steamer, 2,270, E. Riison, 21st Feb.—New York 17th Dec. Oil—Standard Oil Co.	
TACOMA, American steamer, 1,689, Andrew Dixon, 15th Feb.—Tacoma, Wash. U.S.A. 14th Jan. General—Doddwell & Co., Ltd.	
TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan.—Moji 6th Jan. Coal—Mitsui Bussan Kaisha.	
TSINTAU, German steamer, 1,002, J. Sander, 24th Feb.—Bangkok 17th Feb. Rice—Arnhold, Karberg & Co.	
TSURUGISAN MARU, Japanese steamer, 2,560, J. Narasaki, 26th Feb.—Moji 10th Feb. Coal—Mitsui Bussan Kaisha.	
TYR, Norwegian steamer, 1,418, Gvam, 13th Feb.—Shanghai 10th Feb. General—E. A. T. Co.	
VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.—Otaru (Japan) 21st Dec. Coal—H. & H.	
WONGKOL, German steamer, 1,115, Müller, 18th Feb.—Bangkok 13th Feb. Rice—Carlowitz & Co.	

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amabury, 19th Dec.—New York 2nd June, and Chefoo 12th Dec. Oil—Standard Oil Co.	
DUNDEE, British ship, 1,098, Hemmings, 14th Oct.—New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,086, Thomas, 1st Dec.—Cardiff via Cape Town 25th Sept. Coal—Government.	
HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb.—Yap 14th Feb. Ballast—Master.	
LOTHIAN, Italian bark, 972, Bozzo, 19th Jan.—from Calao, Ballast—Order.	
MERCURY, German schooner, 52, Warnes, 23rd Feb.—Yap 9th Feb. Ballast—Siemssen & Co.	
MOZAMBIQUE, British ship, 2,305, Robert Clereau, 14th Feb.—New York 20th Sept. Kerosine—Standard Oil Co.	
NIUELLER, British 4-masted bark, 3,262, D. Steven, 6th Feb.—New York 5th Sept. Kerosine Oil—Standard Oil Co.	
PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.—New York 26th June, Oil—Standard Oil Co.	
ST. PAUL, American ship, 1,824, Treat, 29th Jan.—New York 9th Sept. Kerosine—Standard Oil Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast—Master.	
VALE OF DOON, British bark, 669, J. Petersen, 19th Feb.—Rajah 8th Jan. Timber—Sander, Wieler & Co.	
VIMBEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept. Case Oil—Order.	
WEST YORK, British bark, 706, Forster, 13th Jan.—Rajah via Borneo and Sarawak 1st Jan. Timber—Sander, Wieler & Co.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 27th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. H. Hunt, Singapore.

Arctura, British cruiser, 3,400 tons, Capt. J. Starling, Hongkong.

Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16-6 inch. q.f. guns, Capt. G. H. Cherry, R.N., Hongkong.

Astraea, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Shanghai.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Captain Henderson, left England, 17th January.

Bonaventure, and class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Brisk, British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart., Hongkong.

Britannia, British gunboat, 710 tons, Comdr. E. W. Allen, Fochow.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Singapore.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Wainwright-Ingram, Shanghai.

Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Woosung.

Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Hardy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Farie, Shanghai.

Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.

Hummer, storeship, 1,640 tons, 800 i.h.p., Comdr. H. J. Davison, Hongkong.

Isis, British cruiser, 5,650 tons, Capt. G. M. Henderson, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnat, gun-vessel, 756 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.

Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.

Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Shanghai.

Oller, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Cooder, Singapore.

Phaon, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. G. V. de M. Cowper, Shanghai.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin, British river-gunboat, 2 guns, Lieut. Com. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lieut. Com. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 14 h.p., Lieut. and Commander Oldham, Yangtze.

Swift, gun-vessel, 756 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Benty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 12,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 18 guns, 8,500 i.h.p., Capt. A. C. Clarke, Singapore.

Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Nagasaki.

Waterwitch, surveying-ship, 620 tons, Lieut. Comdr. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 60 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

Wolver, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. Aspin, Klu-kiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 29, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. V. Weber, Singapore.

Holm, British cruiser, 8 guns, 3,900 tons, 9,450 i.h.p., Captain S. N. Sybrandt, Swatow.

Katurin, *Elizabeth*, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Ellissen, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.

Libral, Portuguese gunboat, 558 tons, Com. José da Cunha Lima, Macao.

Maria Theresia, Austrian cruiser, 10 guns, 4,900 tons, 9,755 i.h.p., Capt. V. Blum, Ritters, Samtuch, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Capt. Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Capt. Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Capt. A. Jakovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vetrovskoff, at Tientsin.

Albat, Russian gunboat, 810 tons, 8 guns, 1,100 h.p., Captain Elitsky, at Nagasaki.

Dobro, Russian gun-vessel, twin screw, 950 tons, 1,150 h.p., Captain Dobrovolsky, at Taku.